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Allan's Soluble Medicated Bougies. No nascent doses of tubercle, coccidia, or all of animal food, that are... in to produce dyspepsia by one trying the bougie of the stomach.

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ODD FACTS ABOUT WATCHES.

The First "Tickers" Ever Made in America.

How Pocket Timepieces are Made in this Country and Europe—Some Interesting Scraps from History—The Rise of a Great Industry.

In these days, when the majority of the adult population carry watches, it is difficult to realize that half a century ago watches were a rarity in this country.

The first watch ever made in America is the property of Mr. E. Howard, of William street, New York. It is about as heavy as the English watches of fifty years ago, although there is nothing clumsy about it.

This "first watch" was made in 1850, and has been running ever since. The pinions and "leaves" of this watch are highly polished, and the pinions are round and hard and run perfectly true.

"There are doubts as to who made the first complete European watch," said Mr. Howard; "but there are none as to where belongs the honor of the first watches made in America."

"Who made the first American watch?" the reporter asked. "They were two men who lived in Boston," was the reply. "One of them was a maker of clocks and the other was a repairer of watches. Both were familiar with the machinery and tools needed for watchmaking."

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"The honor of this invention is divided between Huyghens, the great Dutch astronomer, and De Hook, who about 1656, presented to Charles II. of England a watch containing this improvement. About this time Nicolas Facio of Geneva learned how to pierce rubies and other gems with minute holes, so as to use them for bearings. Before this time pivots had run in metal bearings, and suffered from the wear. The introduction of the jewels made the watch a radical improvement on what had been, both in accuracy and durability.

F. C. Mason, of Cleveland, O., has in his possession a watch on whose dial twenty-four hours are marked, instead of the usual twelve. And the leader of that city gives the following interesting account of its origin: Mr. Mason's uncle, Col. G. W. Mason, was in command of a regiment of soldiers stationed at Harper's Ferry in 1844. The commanding general ordered him to move at 4 o'clock a certain day and attack the enemy. The order simply said 4 o'clock, and Col. Mason, thinking it meant 4 o'clock in the afternoon, marched forward at that hour and began killing with the regularity of a machine. The soldiers, however, were defeated, and the commanding officer was court-martialed for not ordering Mason and his men to the front at an earlier hour. Mason said the order read 4 o'clock and he moved accordingly. The commanding officer said he meant 4 a. m., instead of p. m., and, there being a clear misunderstanding, the charge was withdrawn. Col. Mason afterward sent to an eastern factory and had made a twenty-four o'clock watch, which he said would do away with all mistakes, and which he carried during the remainder of the war."

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Next came the compensation balance, introduced somewhat over a century ago, Harrison and Berthoud both claiming the honor of its invention. Its circumference was in two sections, the ends of which were fastened to a cross bar of steel. The outer rim was of brass and the inner of iron, the two metals compensated exactly, and secured accuracy. Prior to this time even the best of watches had been very inaccurate things. Some of them would vary as much as half an hour a day.

Between the Swiss and the English the competition in watch-making has been lively. Statesman, the inventor of labor and the very low price of living here, have done much for the industry of watchmaking in Switzerland. Years ago the Swiss overran the English market with their watches, which were light and far less clumsy than the English, and quite as accurate.

Of late years there has been a large demand for a clock which would record the going and coming of night watchmen in factories, hotels and other large buildings. A clock connected with stations by an electric wire serves as the most potent stimulus to the watchman to make him go his rounds. It is so arranged as to serve for any desired number of stations, controlling from one to ten watchmen if necessary. At each station the full turn is made, and the watchman records on a blank which is locked inside the clock in the office, and which is so placed no watchman, however, ingenious or sly, can tamper with it. The record, when taken out in the morning, shows exactly what stations the watchman visited in the night and the time of his visits.

"Are there no other contrivances for keeping an eye on the watchman?" "Yes; for instance, there is a concern which a watchman carries about him which contains a paper dial on which is to be made during the night by the use of a key fastened at each station to be visited. By supplying himself with a false station key, the watchman can punch all the holes he pleases and deliver the detector to the proper official in the morning correctly marked."

RESCUED FROM DEATH.

William J. Coughlin, of Somerville, Mass., says: "In the fall of 1875, I was taken with symptoms of lung disease, and was confined to my bed. In 1877 I was admitted to the Hospital. The doctors said I had a hole in my lung as big as a half dollar. At one time a report went around that I was dead. I gave up hope, but a friend told me of Dr. WILLIAM HALL'S BALSAM FOR THE LUNGS. I got a bottle, and when I had used it, I commenced to feel better, and to-day I feel better than for three years past."

ANOTHER PHYSICIAN'S TESTIMONY.

I know parties who have tried all kinds of medicines for Lung Diseases, who say that Dr. Wm. Hall's Balsam for the Lungs, is a COMPLETE SUCCESS. DR. CHAS. H. WOOD.

LOST TREASURE.

A Large Quantity of Gold and Jewelry Brought to Light in Georgia. Atlanta (Ga.) Special. Wilkes county, in this state, is in great excitement over the discovery of a large quantity of confederate treasure, about which so much has been said and written. During a storm this week a small oak tree was blown down, and the confederate cabinet during the war was found in the trunk.

The belief expressed by all who have seen the treasure is that it is part of that lost by the confederate cabinet during its flight through this section. The room upon which the treasure was found is the same upon which the confederates retreated. It is supposed that the person who secured this part of the treasure, being unable to carry it off in safety, hid it, and either died a natural death or was killed soon after, and consequently the treasure was never unearthed. The great quantity of jewels and precious stones suggests that they must be the contents of the mysterious jewelry-box intrusted to Mrs. Moss, and taken from her shortly afterward by a stranger while retreating through the country. President Davis and his cabinet, together with a number of distinguished confederates, stopped at the residence of Mrs. Moss, an aged widow, where it is believed the last council of the confederacy was held. When the meeting was about over General John C. Breckinridge called on Mrs. Moss, and, handing her a box of quaint device, told her it was of great value, as it contained rare jewelry which had been pawned by ladies of the Confederacy for the benefit of the cause, and desired her to secrete it until some one with proper authority came to claim it. When the party resumed its retreat Mrs. Moss examined the contents of the box, and was dazzled by the brilliancy which she had seen. For several weeks she kept her treasure in a secret and guarded it from hundreds of men who were searching the country for remnants of the robbed treasury train. One night a horseman rode up to her residence. Alighting, he called Mrs. Moss aside and in whispered words told her she was the accredited agent of persons who had left the jewelry-box in her possession, and he had been instructed to call for it. Completely deceived by the man's assurance and appearance of honesty, she placed the box in his hands, and to realize the next day that she had been cruelly imposed on. She died a month later. The fact that the jewels last found correspond so well with the contents of the mysterious box lends color to the supposition that they are the same.

WESTERN NEWS.

WYOMING. Cheyenne is talking of spending \$5,000 or \$6,000 in an artesian well. There are now between 250 and 300 saunons in Wyoming, which are about two-thirds are in Laramie and Albany counties.

DAKOTA. The electric light ships for Deadwood, Frankfort has shipped 80,000 bushels of wheat to the Pacific coast. The Farmers in Sanborn county plowed up to the 17th of December. The cost of improvements in Salem, the past year, totals \$65,925. The Press figures on Sioux Falls' improvements for 1883 at \$620,350. Spink county's assessed valuation is \$2,041,992, which stands fourth on the list in southern Dakota.

NEBRASKA. The thermometer registered twenty-six degrees below zero, at sunrise in Kearney, Dickey county, 20th. Gralle county produced an average of twenty-four bushels of wheat and fifty-five bushels of oats to the acre this year. There are about 800 miles of railroad in operation in northern Dakota, with good prospect for more being done in the territory. There are sixty-one saloons in Fargo, and the authorities line persons who frequent them on Sunday, all the way from five to twenty dollars.

MINNESOTA. A mine of explosive dust has been discovered in the Black Hills. It is called the "gun powder mine" and the dust is used for blasting purposes. Oliver Dairymple, one of the farm kings of northern Dakota, threshed this year 150,000 bushels of wheat, and 40,000 bushels of oats all from 7,000 acres of ground. Wolsey, at the junction of the Chicago, Milwaukee & St. Paul railroad and Chicago & Northwestern railroad in Hand county, is one of the most promising places in the territory. The "treasure coach" from Deadwood to Pierre, makes two trips a month, carrying \$300,000 each time at a cost of \$500. The gold is in 150-pound bricks, locked in a strong box.

One year ago there was but a solitary tepee at Teller's bay, on Devil lake, where now is the thriving town of Harbor, with hotels, business houses and a thickly settled farming community. The Pierre Recorder claims that three miles south of LeBeau are large hill apparently composed of solid coal. When put into a fire, this coal burns splendidly, leaving an ash all white as white as snow. Salem is 40 miles west of Sioux Falls, 38 miles east of Mitchell, 70 miles southeast of Huron, and 80 miles north of Yankton. The town was founded in 1880, and its present population is about 1,000.

A deadwood saloon keeper for Christmas prepared "with great forethought," as a local paper remarks, a but of egg nog, with which he intended to reward his customers. The saloon keeper, at "times it was impossible to reach the front."

COLORADO. The Denver Tribune has another libel suit on hand, in which \$10,000 is asked for. A vein of graphite six feet in width, near Spink, is big as a half dollar, and is traced on the surface for a distance of ten miles. Cattle herds in the North park are being depredated on by thieves, who sell the dressed beef to butchers of contiguous towns. A man named Rudolph was instantly killed at Idaho Springs by the bursting of an empty stove. The snow is deeper in Gunnison just now than it has been at any time within two years. At Arwin the snow is seven feet deep on the streets.

Middle park is to be severely tested as a winter range for stock this winter. It is to be augmented by 1,000 head of cattle and 1,000 head of sheep, from the State of Colorado. An old man, decrepit and bent with the weight of years and grief, who had for some time solicited alms at the corners of the more crowded streets of Denver, died of starvation yesterday.

California. Stock is dying of black leg in Mono county. A peach tree in full bloom is the attraction at the fair. Fifteen hundred dollars' worth of ostrich plumes were plucked at the Anaheim farm recently. Thousands of crows have invaded the fields around San Felipe, filling the air with the noise of their cawing. A second track will forthwith be laid from Port Costa to Oakland, which is required by the enormous traffic of the railroad. Deposits of mica are found in nearly every county in California, and many of the mica districts, and at various other points on the Pacific coast.

The picking of the orange crop in southern California has just commenced, a few carloads having already been shipped. The price for oranges ranges from two to five dollars a box in oranges. The Mexican, a third-rate steam ship, was successfully launched at Mare Island navy yard, December 27. The Mexican is 910 tons burthen and 1,900 tons displacement; length between perpendiculars, 216 feet; beam, 38 feet; depth of hold, 19 feet. She is ship rigged, and her battery will be eight guns—one eight rifle, one hundred and eighty pound pivot, one hundred and thirty pound rifle on the forecastle, and six nine inch smooth bore Dahlgren guns, on the broadside Gatling and boat guns. She is a beautiful model. It is thought she will be fast.

MONTANA. Roseman tunnel is nearly finished. It is expected trains will run through it in the next few days. Lewis & Clarke county has derived a revenue of about \$5,000 from commercial travelers this year, in the way of licenses. There are now over 35,000 head of cattle grazing within a radius of twenty miles of Madison, which are valued at over \$1,000,000. Captain Quinn, the engineer in charge of the improvements on the Yellowstone river, recommends the appropriation of \$100,000 to complete work on that river.

J. W. Tharp, a sheep rancher of the upper Tongue river, had seventy-five of his flock killed by a panther or a mountain lion recently. He lost about fifty wounded. Kluckhohn fought a prize fight in Missouri, recently, which furnished a pugilist looked as if he had gone through a dynamite explosion. Fifty-three rounds were fought for \$500 a round, and Kluckhohn was the victor.

The Marquis de Mores is going into the cabbage industry on a large scale at Little Missouri. He designs to place 50,000 of these succulent vegetable production in the market about April 1st. In general. Mica of excellent quality has been discovered on the Fayette river, and in other localities in that section of the state. It is estimated that the output of ballion in Utah this year will exceed last year's product by at least \$4,000,000.

Ab Gee, a Chinese foreman in a sawmill at Marshfield, Oregon, was caught in letting a few days ago and killed to death. Miss Halle Mendelshah, while gathering Christmas evergreens in the foothills near Las Vegas, N. M., found several nuggets of gold. She is gathering one hundred and fifteen grains. Afterward frost was found and the load discovered close by. It was stated by the young lady's father. The find adds new impetus to the gold excitement in the town.

Two dead whales—forty and sixty feet in length respectively—were cast ashore last week at the mouth of the Siuslaw river, Oregon. A boy at Eureka, Nevada, drank three pints of Chinese brandy. When spring comes the sagebrush will blossom over the spot where they buried him. GEORGE FRANCIS TRAIN'S PAPER—"New Bill Tweed"; 5 cents (3 to newsboys); \$1.6 months; ("ads" quarter a line); all news stands; Remit care Ashland House; city! PRINTERS! send cash estimate for "New Bill Tweed"; first five thousand (size type, and) contents of each issue (five thousand and after! GEO. FRANCIS TRAIN, Ashland House!

CHARLES SHIVERICK, Furniture!

Have just received a large quantity of new CHAMBER SUITS, AND AM OFFERING THEM AT VERY LOW PRICES PASSENGER ELEVATOR CHAS. SHIVERICK, To All Floors. 1206, 1208 and 1210 Farnam St. - OMAHA, NEB.

M. HELLMAN & CO., Wholesale Clothiers!

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The Highway to Mexico. There is a country whose isolation behind the barriers of nature has nearly left it out of the geographical. Its resources are unequalled, its wealth enormous. The very names of its federal states are unknown to the majority of Americans, and its innumerable cities are strange to them by name, resources, or character. The Mexican war, the exploits of Gen. Santa Anna, Buena Vista, and the dim memory of countless revolutions, are the features that recur at the mention of Mexico. Men are the unconscious subjects of preconceived ideas, with innumerable prejudices, all of which are destined to change.

Americans have seen New Mexico, which has in the last decade become old, and have regarded with curious and not pleased eyes the variety of Mexican known as the "greaser." They have seen the villages which cluster along the banks of the Rio Grande, and have not thought of them as a vast addition to the glory of America. Some have seen, in the ancient times of twenty years ago, the pioneers of international commerce in the ex-trains that came to the banks of the Missouri, bringing strange faces and an unknown tongue, from a land whose utmost boundaries were as far away as the coast of Africa. No one knew, in those times no one anticipated, and the wisest and most far-seeing member of the commercial world would have regarded as a dream of the far future, any scheme to bring this unknown empire to our doors.

Ten years easily count as a hundred of the olden time. The Mexican war, a railway and the miracle the building of the Atchison, Topeka & Santa Fe. It was, like most great achievements, quietly accomplished. Capital, which is universally reputed timid, combined itself fortuitously with brains that are generally bold, and a few months ago the greatest and most momentous of all the tasks of western enterprise was accomplished. Mexico is commercially ours. What the mills of the gods may grind politically none can know; what is accomplished commercially it is our task to tell.

Americans and noted wanderers. Half the revenues of Switzerland comes from the pockets of American travelers. Every interested continental knows them as far as he can see them, and calculates accordingly. And, yet, ocean intervenes. Days and nights of tempest and calm lie between. Nothing is conducted upon a system to which the traveler is accustomed, or which he can truly say he likes. He is floored at every turn, and, if he were not, is constantly following in the footsteps of thousands of others, and looking at his intelligence with facts and places whose minutest particulars can be found in any magazine. After he has neglected his own country, and in many cases, it will be news to him that he can make the most interesting and useful tour of all without a steamer ticket, and obtain three or four months of absolute newness and strangeness in a voyage by rail.

The line of the Atchison, Topeka & Santa Fe is steady in its course toward the terra incognita of the southwest. Its branches and "feeders" are numerous and long, and it includes in its destiny the ports of the Pacific both in Mexico and the United States. Yet its apparent object in the beginning seems to have been the opening of the gate of Old Mexico.

Some of the miracles accomplished as matters entirely secondary to the great objects are eminently worthy of attention. The traveler passes through scenes and changes that appear all the more remarkable if he happens to have known them as they were. The ridiculous "Great American Desert," noted upon the maps of the elders of a quarter of a century ago by ominous black dots denoting sand, contains nearly half a million of contented and prosperous farmers, and blooms as the rose. The picturesque valleys of New Mexico are awake with the hum of machinery and the rattle of the debris of the mines. Hills of granite have been delved and tunneled, and wild gorges have been spanned with iron trusses. The characteristic American school-house and the comely and new Protestant church stand serene among brown adobe houses. Brick blocks and stately residences are the aristocrats of narrow streets, and the mill race and the factory have set their wheels amid the rush of snow-born torrents. The old New Mexico is gone, and the new has come. There is a strange incongruity. The fastest life in the world runs side by side with what was the slowest. Yet all that is strange, all that the traveler cares to see, remains as ever. Mountain, plain, gorge, and canyon are forever there, beneath a sky the bluest and fairest of the world.

And nothing can be more surprising than the visits of daily trains to the villages of the Pueblos—nothing unless it be the train that carries the tourists to Pompeii. The Indians do not seem to be much affected. Nothing less indeed, than the crack of doom could cause a Pueblo to look up from his patient toil. So it is that this gigantic life takes the traveler through all the climates and almost all the zones. First, the fruitful fields of eastern Kansas; then for 400 miles up the valley of the Arkansas, the grazing ranges which furnish tens of thousands of animals to eastern markets; then the mountains, green, or brown, or white, according to altitude, but blue and hazy all; then through Mexican towns and Pueblo villages, and down the valley of the Rio Grande another 400 miles; then across Jornada del Muerto, the ancient "Journey of Death" and then, Mexico, coral, saguaro, cactus, mesquite, ferns, plains, mountains, mines, grain, cattle, coyotes, and prairie dogs, farmer, cowboy, frontiersman, Mexican, and Pueblo; from vast fields of ice and a white world of winter to vine and orange and eternal summer; thus the story of the voyage runs.

Do not be deceived; ask for and take only E. J. Douglas and Sons' Bismarck Cough Drops for Cough, Colds, and Sore Throats. E. J. and Trade Mark on every drop.

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